Strategy for success" was organised by the Federation of Indian and Foreign (Scheduled) Airlines and Air Taxi Operators (FIFAATO). The seminar was reportedly attended by the representatives of domestic airline and some foreign airlines operating out of lndia. The main focus of the discussions included areas of infrastructure, fleet expansion, safety, servicing and maintenance, etc. The Federation has not communicated the outcome of the discussion to the Government.

(f) and (g) Salient features of the recently approved policy on domestic air transport service sector are annexed as statement.

Statement

The main features of the recently approved policy framework for domestic air transport services are as follows:—

1. Barriers to entry and exit from this sector should be removed. There should only be a pre-entry scrutiny of applications to verify the financial soundness, maintenance, security and safety aspects of operations and human resources development proposed to be undertaken by the applicant.
2. Choice of the aricraft type and size should be left to the operator.
3. To eliminate non-serious entrepreneurs and to achieve economics of scale, the minimum fleet size for a scheduled operator should be raised from the existing three (3) to five (5) aricraft and the minimum amount of the shareholders funds should be enhanced from existing Rs. 5.00 crores to Rs. 10 crores for aircraft of all-up-weight below 40,000 kgs and from Rs. 10 crores to Rs. 30 crores for aircraft of all up weight exceeding 40,000 kgs,
4. Induction of total capacity in the air transport sector should be predetermined on the basis of trend growth of traffic and projections made for at least a period of five years on annual basis. This information should be widely publicised to enable the entrepreneur to take investment decisions.
5. In the distribution of this predeterminedcapacity for induction, while preference will be give to Indian Airlines according to its fleet augmentation plan subject to its ability to do so, to meet a share of additional capacity that would emerge each year, there would not be any pre-determined restriction on the induction of capacity by private operators.
6. The present policy of route dispersal guidelines be retained and strictly enforced. According to these guide lines, all scheduled operators arc required to deploy in the North-East, Jammu & Kashmir, Andaman Nicobar Islands and Lakshadweep 10% of their capacity deployed on the specified trunk routes.

त्रिपुरा के विमानपत्तनों की इक्विटी पूंजी में धनराशियों का निवेश

1651. **श्री अग्रतराय देवशंकर दबे :** क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या भारतीय विमानपत्तन प्राधिकरण ने त्रिपुरा के विमानपत्तनों की इक्विटी पूंजी में धनराशियों का निवेश किया है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है,

(ग) क्या भारतीय विमानपत्तन प्राधिकरण ने उपर्युक्त विमानपत्तनों के लिए विमान संचालन संबधी उपकरण, "राडार" और तकनीकी सहायता प्रदान करने संबंधी प्रस्ताव पर अन्तिम रूप से कोई निर्णय ले लिया है,

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है, और

(ड) यदि हां, तो उसके क्या कारण है?

नागर विमानन मंत्री तथा सूचना और प्रसारण मंत्री (श्री सी.एम. इब्राहीम) : (क) जी, नहीं।

(ख) यह प्रश्न नहीं उठता।

(ग) और (घ) अगरतला हवाई अड्डा पहले से ही वी.एच.एफ. एयर ग्राउंड संचार, उच्च आवृत्ति एस. एस. बी. एयर ग्रांउड संचार, नॉन-डायरेक्शनल बीकन, डॉप्लन अति उच्च आवृत्ति ओमनी रेंज, दूरी मापक उपस्कर, उपकरण अवतरण प्रणाली, सुदूरक्षेत्र कारोबार संदेश पद्धति जैसी दिक्कालनात्मक तथा संचार सुविधाओं से सज्जित है।

(ड) यह प्रश्न नहीं उठता।

Special fare scheme by Air India

1652. SHRI K.M. KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India has introduced some special fare scheme for travelling within the country to the destination served by the airlines to boost tourism to the country;

(b) if so, the details thereof;

(c) whether such move has achieved some profitable results; and

(d) if so, the details thereof; if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI CM. IBRAHIM): (a) and (b) Air India has introduced a visit India fare of USD 350 with effect from 26th January, 1997 on its domestic sectors for foreign nationals and Indians residing outside the country. The scheme permits unlimited stopovers in the country subject to one stopover in each city.

(c) and (d) Since the scheme has been introduced recently, it is too early to assess the results.

Panel for restructuring of Indian Airlines

1653. SHRI TARA CHARAN MAJUMDAR: Will the Minister of 'CIVIL AVIATION be pleased to state:

(a) whether Government have set up . panel on Indian Airlines restructuring;

(b) if so, the details thereof;

(c) whether setting up of. this panel wil! benefit the Air passengers of Indian Airlines and Air India in any way; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROAD CASTING (SHRI CM. IBRAHIM): (a) to (d) A Committee under the Chairmanship of Dr. Vijay Kelkar, Secretary, Ministry of Petroleum and Natural Gas was constituted to make a comprehensive examination of the reasons of losses, and suggest strategy for turn-ing—around Indian Airlines in the context of a competitive market environment. The important recommendations made by the Kelkar Committee arc as under:—

1. Financial Restructuring.
2. Fleet Planning.
3. Route Rationalisation.
4. Organisational restructuring.
5. Human Resource Management.

The recommendations of the Committee are being examined in consultation with Ministry of Finance and Planning.